

Report 07.173  
Date 26 March 2007  
File T/20/10/06

Committee Passenger Transport Committee  
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## Matarawa Station - Update

### 1. Purpose

To update Councillors on Matarawa rail stop further to Passenger Transport Committee Paper 07.54.

### 2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

### 3. Background

Matarawa station is situated in a rural environment and does not currently benefit from normal train boarding facilities. The station is without a platform and boarding is from track level, lighting levels are poor and a small timber weather board shelter is old but adequate for current use.

Report 07.54 provided Councillors with rail stop usage (September 2006), costing estimates on providing safe rail facilities, and a public consultation process for proposing the withdrawal of services.

### 4. Progress to date

#### 4.1 Submissions

Submissions received to date:

- Written (including emails) = 19
- 1 Petition, total number of signatures = 41
- Telephone = 3

## 4.2 Platforms

As part of both Toll and ONTRACK's obligations under the Railways Act 2005 both companies have undertaken a risk assessment, in line with National Rail System Standard 4, for the operation of the new Wairarapa carriages. As a consequence of this assessment in order to mitigate the risk of incident and injury, to a level acceptable to Toll as the rail operator and ONTRACK as the infrastructure owner, the minimum platform length threshold is 60m long and 450mm high. The door release mechanism of the new carriages has also been modified so that only the front 2 1/2 carriages can be opened when the train stops at a shorter platform. Passengers on the train will be advised that they can only exit from the front 2 1/2 carriages.

Since the last report costings have been revised to reflect minimum requires. The new costing estimate is \$150,000, which includes: platform construction & materials, ramps steps, handrails, street lighting and basic signage (e.g. hazards/warning). Car parking facilities, station furniture and signage have been excluded.

## 4.3 Passenger Counts

Passenger counts have been updated from September 2006

- September 2006 - Max. daily count 13 people (12 came by car, 1 by foot)
- March 2007 – Max. daily count 11 people (9 came by car, 2 by foot)

Note these counts were taken over 3 days for each period for the am peak time trains only.

## 4.4 Sub-divisions & Population Growth

GW officers have re-checked with Carterton District Council on current sub-division applications and the following was reconfirmed:

- No. of subdivisions approved since July 2005 = 5 (total of 13 lots)
- No. of subdivisions approved between Jan 2003 & July 2005 = 5 (total of 12 lots)

### *Census Population data 1996-2006*

Area Unit	1996 Census Population Count	2001 Census Population Count	% change from previous Census	2006 Census Population Count	% change from previous Census
Waingawa *	240	261	8.75%	312	19.54%
Mt Holdsworth	1023	1095	7.03%	1179	7.67%
Te Wharau	1380	1395	1.08%	1485	6.45%

<i>Total Rural</i>	<i>2643</i>	<i>2751</i>	<i>4.08%</i>	<i>2976</i>	<i>8.17%</i>
			108 people		225 people
<i>Carterton Town</i>	<i>4167</i>	<i>4104</i>	<i>-1.51%</i>	<i>4122</i>	<i>0.43%</i>
<b>Total Carterton District</b>	<b>6810</b>	<b>6855</b>	<b>0.66%</b>	<b>7098</b>	<b>3.54%</b>
			45 people		243 people

\* Waingawa would come into Solway/Masterton rail station catchment

#### 4.5 Proximity to other Stations

Using GPS the furthest property in the Matarawa area to the next nearest station (generally Carterton) is 9.6km by road.

Greatest numbers of properties that will be affected if they had to travel to the next nearest station were those that will have to travel 8-10km to the next nearest station (based on property distance not necessarily to current actual users).

<b>Distance from property to next nearest station</b>	<b>No. of properties</b>
Under 1 km	6
1 – 2 km	10
2 – 4 km	25
4 – 6 km	10
6 – 8 km	16
8 - 10 km	41

#### 4.6 Public Meeting

A public meeting was held in Carterton on Sunday 25 March 2007 in which approximately 80 people from the local community attended. Also in attendance were: Crs Buchanan (chaired the meeting) and Long, GW officers Hastie and Hewitt, and representatives from both Toll and ONTRACK.

Councillor Buchanan can update the Committee on the meeting, but some of the key points are listed below.

***Key resolutions from meeting:***

Further submissions on Matarawa station would continue to be received by the Council until 31 March 2007.

Request that the Matarawa platform should be added to the Request for Tenders that is currently out to the market, in order to obtain a more accurate costing.

***Information from Meeting***

Invest for the future by future proofing for growth. The new proposed district plan reduces subdivision areas from 4.5 ha to 1 ha minimum. This may provide potential growth in rail usage from lifestyle blocks residents. This also creates diversity in the community, by having a rail station that encourages urban commuters to live in the rural community.

The meeting encouraged the Council to make the decision not just on economic grounds but to also consider social, community and environmental issues.

Community costings of the platform were \$69,566. GW officers were not provided with the breakdown so can not confirm whether this is a reasonable estimate.

Commuters would rather travel down to Featherstone than travel north to Carterton as their alternative station. They prefer to travel south in the direction of their journey. This gets the commuter on at Featherstone which is 15 mins later than the Matarawa current timetable or 7 mins earlier if they go to Carterton.

## **5. Options**

### **5.1 If Council decides to withdraw services from Matarawa**

Services from Matarawa would have to be withdrawn from mid-May 2007 when the 1<sup>st</sup> of the new trains comes into operation. Public notices would need to be issued as soon as the decision is made and continue until withdrawal of service.

### **5.2 If Council decides to retain services from Matarawa**

A new platform will not be constructed in time for the introduction of the 1<sup>st</sup> of the new trains, so a temporary platform will need to be designed and constructed (needs to be of a standard both Toll & ONTRACK will agree to) by mid-May 2007. A permanent platform will then be constructed and be operational by the end of July 2007. Public notices will need to be placed informing the community of the works and any possible disruptions.

Additional funding from Land Transport New Zealand will need to be requested to part fund the project.

## 6. **Communication**

If the Council decides to make a decision on the provision of rail services from Matarawa rail stop then a media release will be issued and all those people who have made a submission will be notified directly.

## 7. **Recommendations**

*That the Committee:*

1. ***Receives the report.***
2. ***Agrees the content of the report.***

Report prepared by:

Report approved by:

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